

BookletChart™

Bahía de San Juan

NOAA Chart 25670

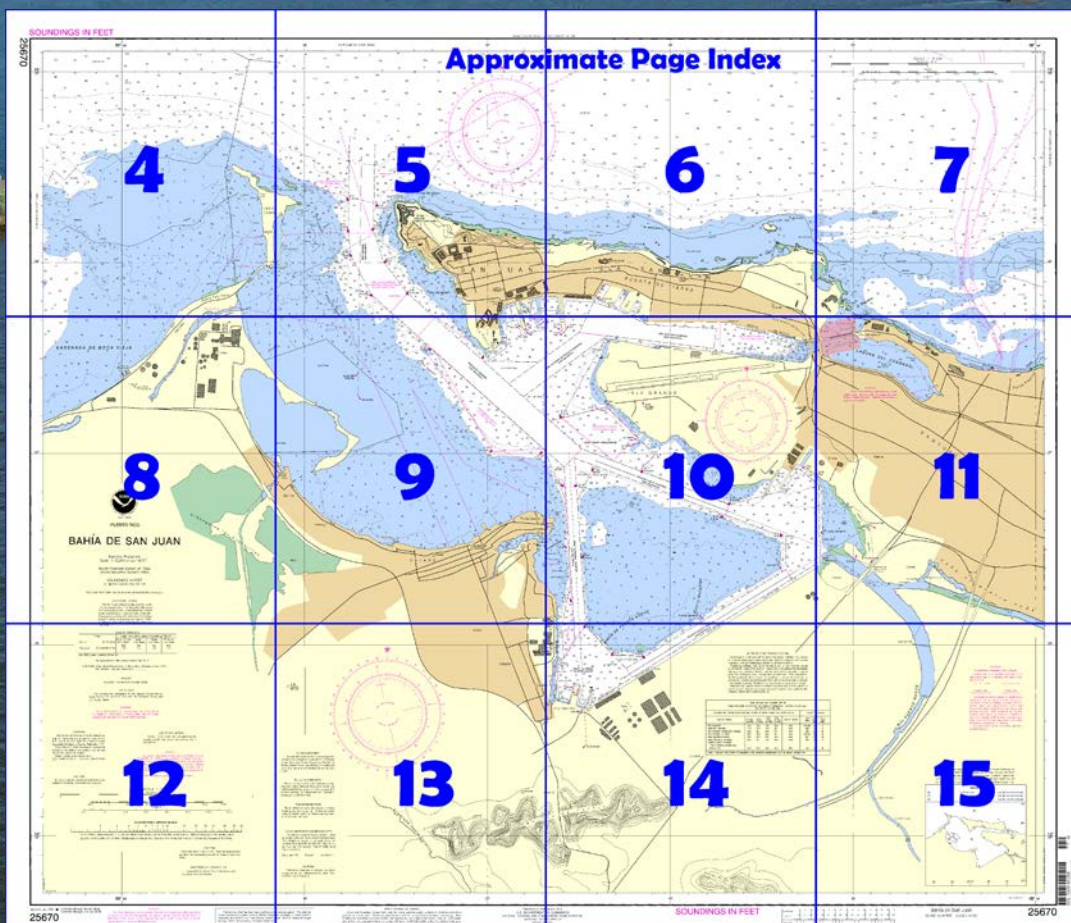


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

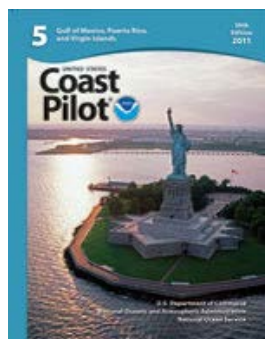
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=25670>.



(Selected Excerpts from Coast Pilot)

Bahia de San Juan is about 3 miles long in a SE direction and varies in width from 0.6 to 1.6 miles, but the entire SW side is shoal.

Channels.—Bar Channel leads to the deep-draft anchorage SW of Isla Grande, via Anegado Channel; Federal project depth in Bar and Anegado Channels, and the deep-draft anchorage is 40 feet. San Antonio Channel, project depth 35 feet, leads from Anegado Channel between Isla San Juan and Isla Grande, to the commercial piers

and the Navy berthing facilities on the S side of Isla San Juan, and to the Isla Grande marginal wharf and the Seatrain Lines container terminal on the N side of Isla Grande. The Army Terminal Channel leads S from

Anegado Channel to the Army Terminal and turning basin, Puerto Nuevo Terminal bulkhead wharves, and to the oil piers at the S end; project depths in the Army Terminal Channel and turning basin are 40 feet. The entrance channel and the channels inside the harbor are marked by lighted ranges, lights, and lighted and unlighted buoys.

Caution.—When approaching the entrance channel (Bar Channel), with quartering and following seas which are especially predominant in winter, speeds of not less than 10 knots are recommended. This requirement for speed permits sufficient time to commence turning into Anegado Channel while maintaining ship control. An additional cause of confusion and groundings is that the N side Anegado Channel markers are not visible, virtually, until the turn into it should already have been commenced. Positive identification of channel marks is imperative. Vessels should proceed with caution when dredging is in progress. An unmarked channel leads to a landing pier at the NE end of the causeway between Isla de Cabras and Punta Palo Seco; depths of about 4 feet can be carried. The channel and pier are used by craft handling dangerous or explosive cargoes.

Anchorage.—General and special anchorages are in Bahia de San Juan. In 1965, a controlling depth of 26 feet was in Anchorage F, on the SW side of Anegado Channel with shoaling to 24 feet in the S 100 yards of the anchorage. A line of mooring dolphins, marked by lights, extends from Isla Grande to just outside the E end of Anchorage E.

Dangers.—**Bajo Colnas**, on the W side of the entrance to Bahia de San Juan, has depths of 18 feet and less extending 700 yards from Isla de Cabras. The shoal area is usually defined by breakers.

Bajo Santa Elena, on the E side of the entrance, has depths of 7 to 18 feet extending 200 yards from shore.

Inside the harbor, the areas outside the channel limits marked by buoys are shallow with depths varying from 4 to 18 feet with many shoals having less than 1 foot over them.

Currents.—The currents along the N shore of Puerto Rico are greatly influenced by the direction and strength of the winds. The prevailing E trade winds generally cause a W drift. In Bahia de San Juan a slight W flow prevails. When N seas set into the harbor entrance, an undertow and surge may be felt as far as San Antonio Channel.

Routes.—Owing to the swells and currents on the coast of Puerto Rico, especially during the winter northerlies, inbound vessels should steer for a point about 4 miles N of **Punta del Morro**, the NW point of Isla San Juan, before lining up on the entrance to Bahia de San Juan. This precaution permits early adjustments to course and speed while still having sea room to do so. A **180.9°** lighted range and lighted buoys mark the entrance channel into the harbor.

From W, Punta Salinas (chart 25668) will appear as an island when first sighted and must not be mistaken for Isla de Cabras.

The harbor is easy of access in ordinary weather, but it should not be entered at night without local knowledge. During winter northers, dangerous conditions may prevent entering the harbor. The bend inside the entrance can be difficult when the NE trades are blowing strongly, as they may force a vessel almost broadside to swells. Vessels outbound should avoid getting too close to Bajo Colnas; this is particularly so with long vessels in a strong N breeze.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans Commander
8th CG District (504) 589-6225
New Orleans, LA

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



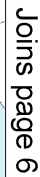
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

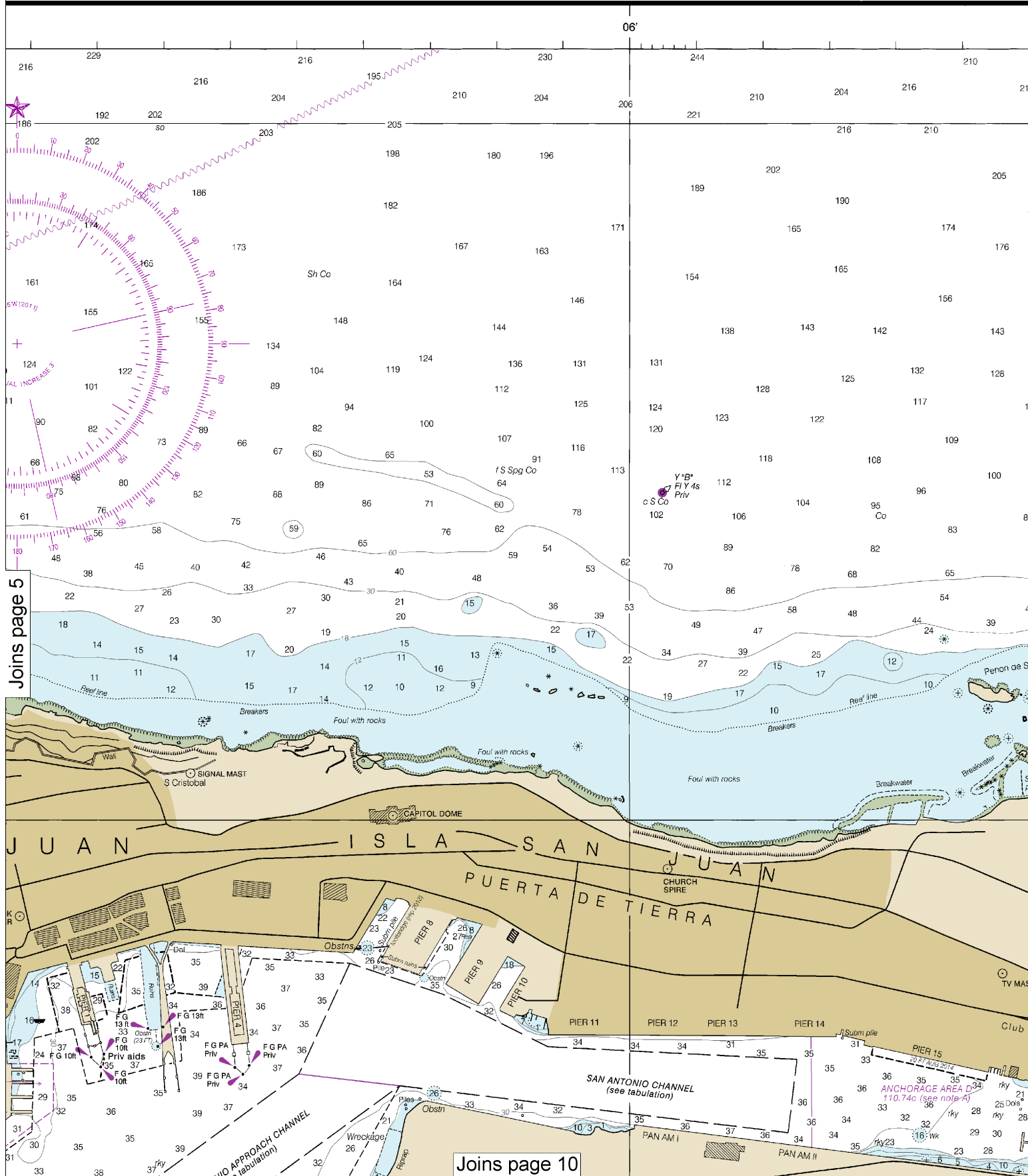
25670



Printed at reduced scale. — ~~SCALE 1:10,000~~
Nautical Miles



5



Joins page 5

Joins page 10

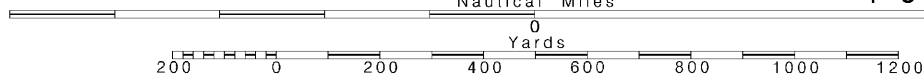
6

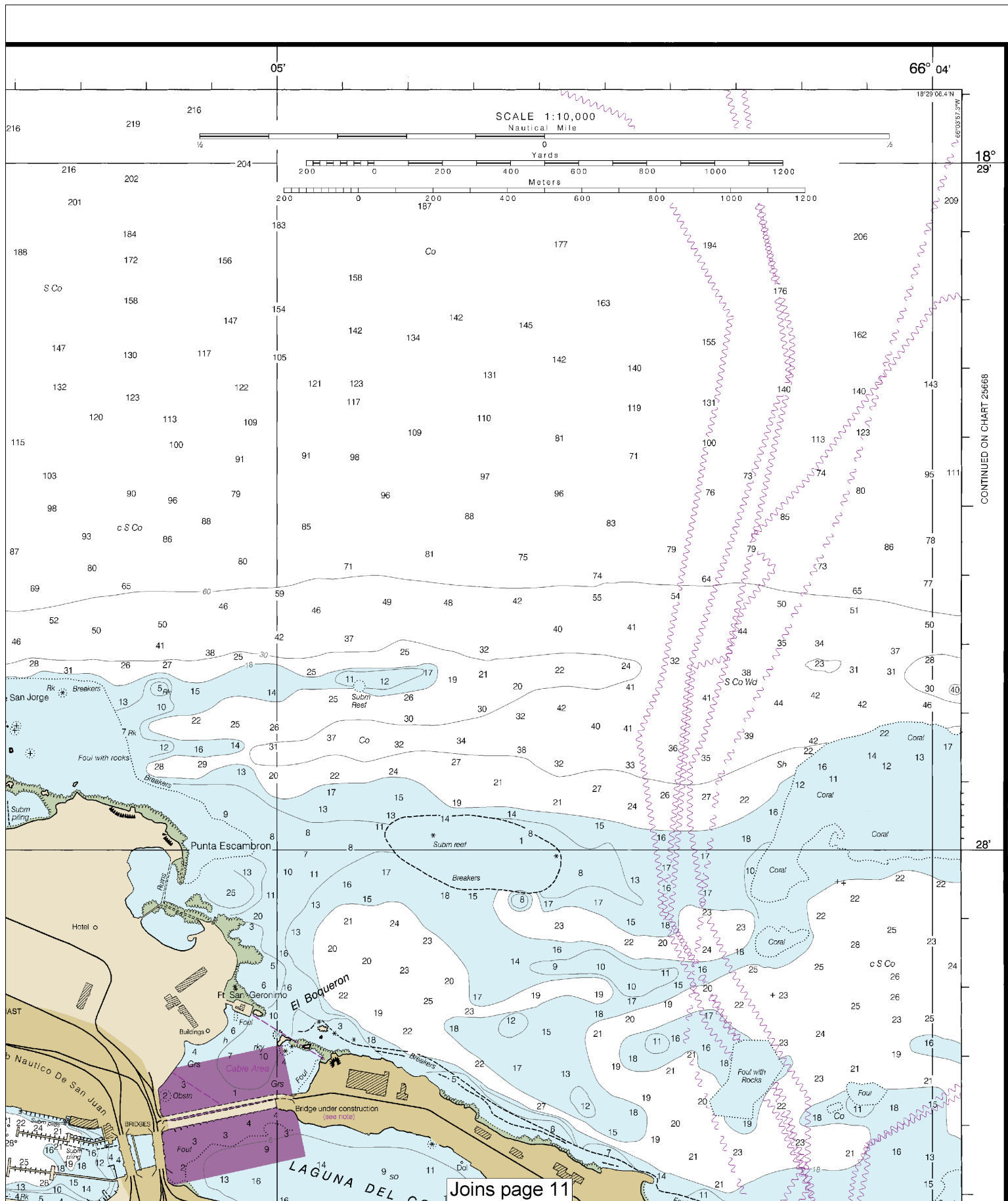
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

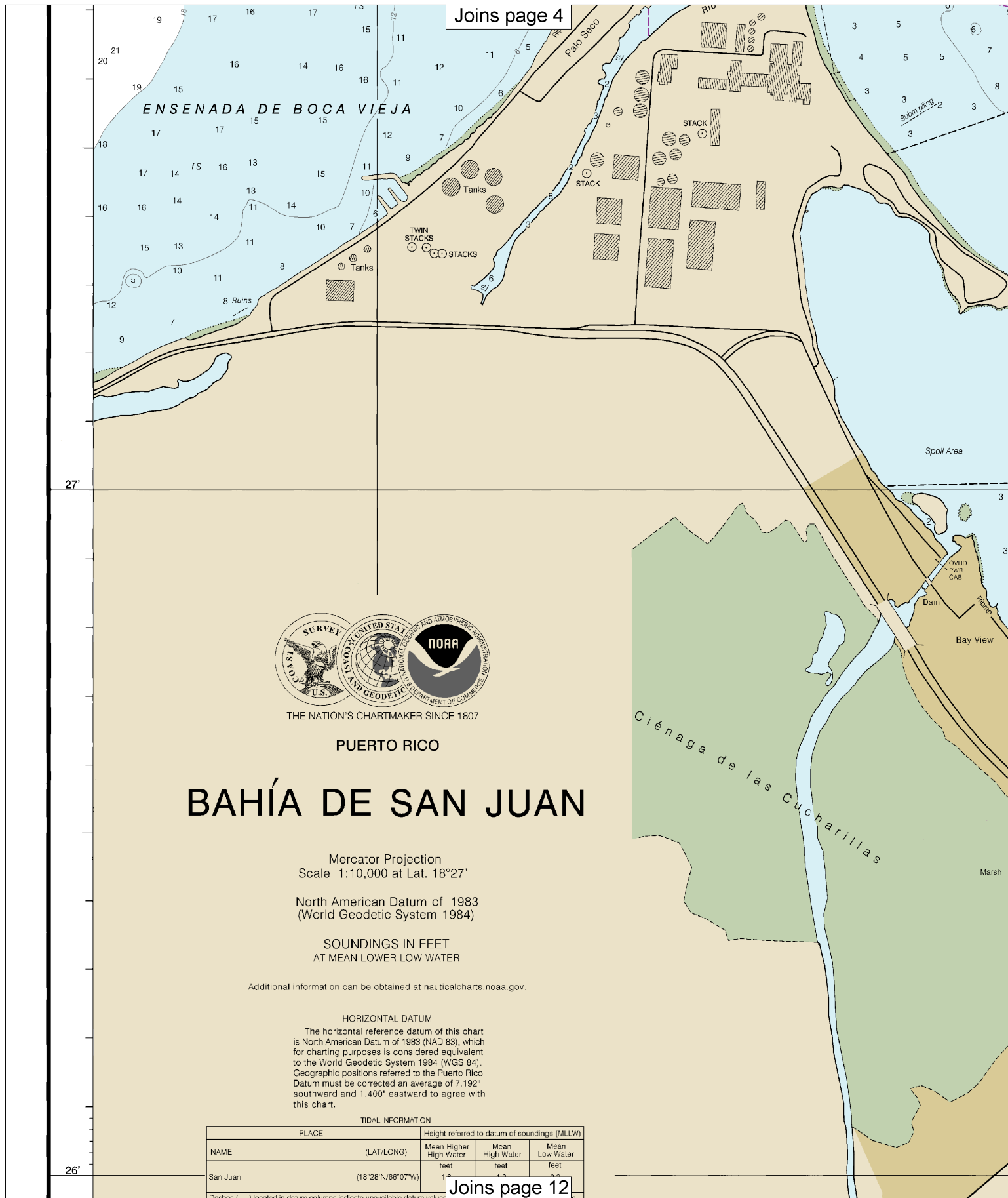
SCALE 1:10,000

See Note on page 5.





Last Correction: 6/23/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)



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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.

0
Yards
200 0 200 400 600 800 1000 1200



Join page 7

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

Join page 15

Joins page 15

for charting purposes is considered a datum to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.192" southward and 1.400" eastward to agree with this chart.

Joins page 8

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
San Juan	(18°28'N/66°07'W)	1.6	1.3	0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jun 2011)

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ---

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Geological Survey and U.S. Coast Guard.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE A

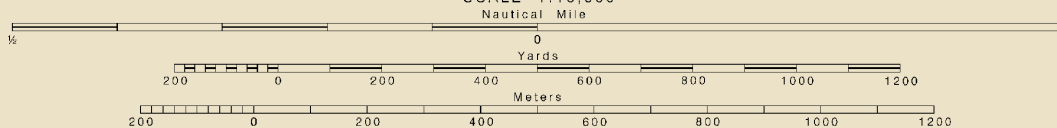
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SCALE 1:10,000



LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

CAUTION

Coral reef limits shown on this chart are approximate and are not necessarily awash at Mean Lower Low Water.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

POL

Report all sightings to the 1-800-424-8802 Coast Guard facility is impossible (33)

RA

Radar reflect floating aids to reflector identification omitted from the

NOAA WEAT

The NOAA below provides The reception nautical miles from as much as 10 high elevations

San Juan, P.R.

Temporary navigation are r Local Notice to

44th Ed., Jun./ 11

25670

Last Correction: 6/23/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/CS2), National Service, NOAA, Silver Spring, Maryland 20910-3282.

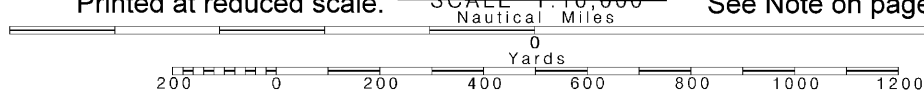
12

Note: Chart grid lines are aligned with true north.

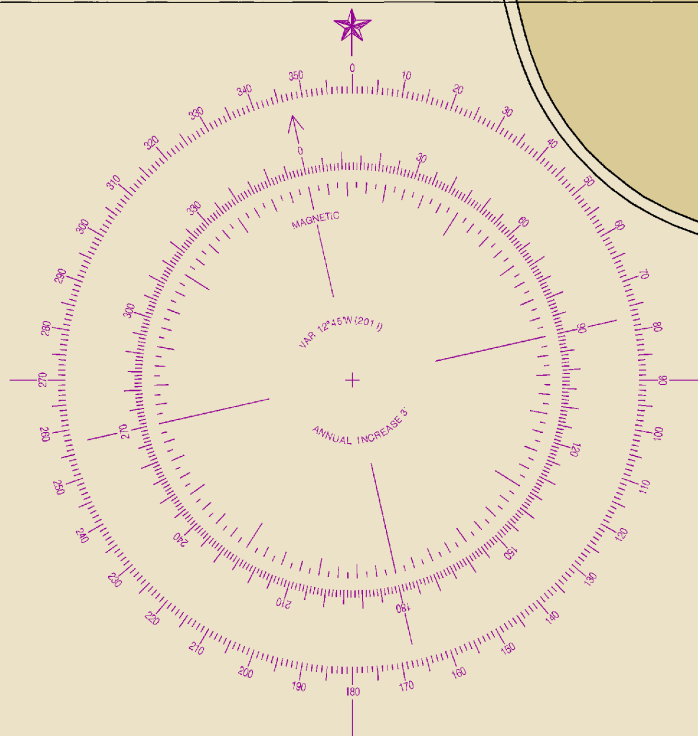
Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.



Joins page 9



POLLUTION REPORTS

Spills of oil and hazardous substances should be reported to the National Response Center via (202) 261-4942 (toll free), or to the nearest U.S. Coast Guard office if telephone communication is not possible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many aids to navigation. Individual radar reflector information on these aids has been included on this chart.

WEATHER RADIO BROADCASTS

A Weather Radio station listed on this chart provides continuous weather broadcasts. The broadcast range is typically 20 to 40 miles from the antenna site, but can be as much as 100 nautical miles for stations at sea.

R. WXJ-69 162.400 MHz

CAUTION

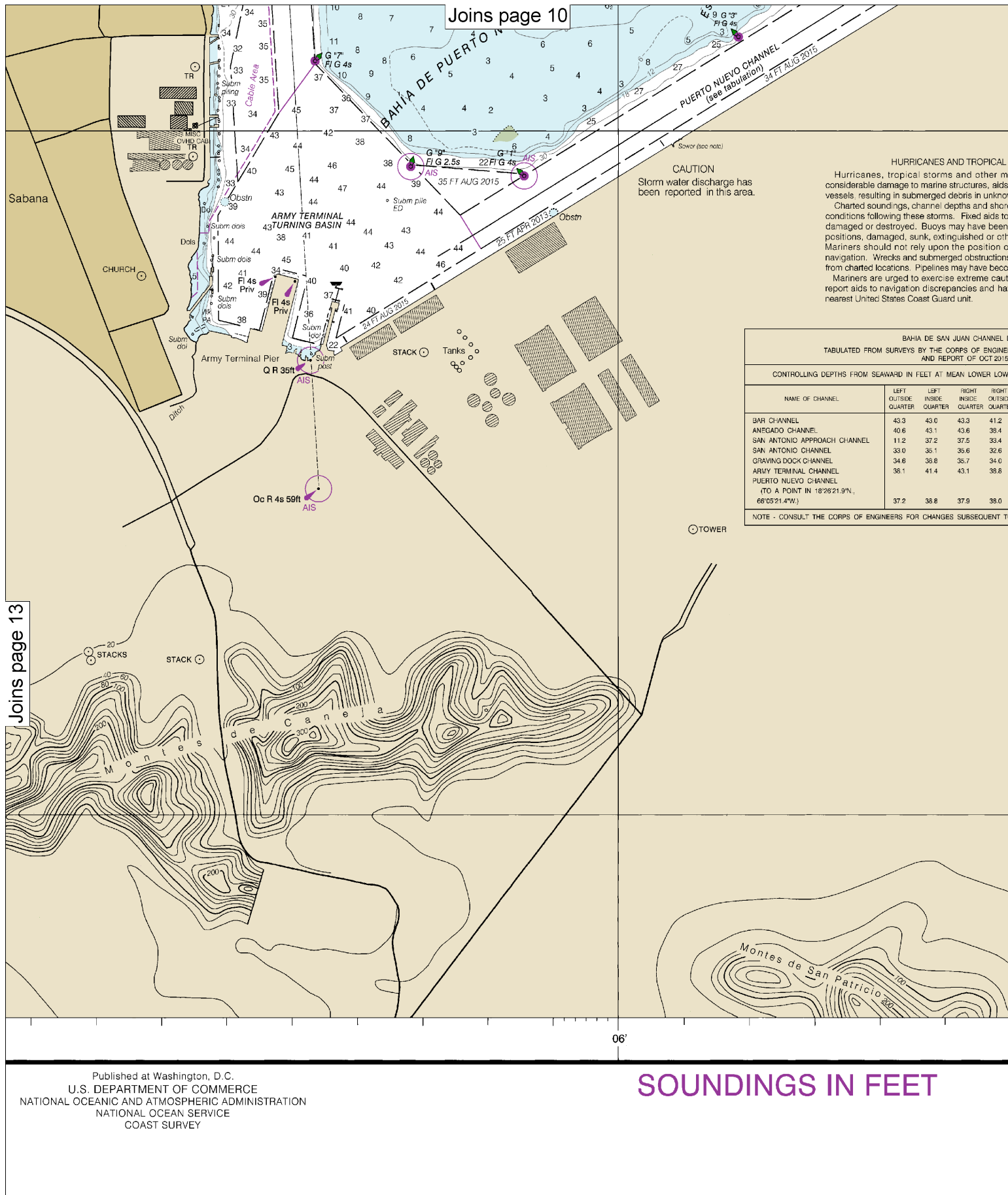
Any changes or defects in aids to navigation not indicated on this chart. See Notices to Mariners.

08'

66° 07'

The National Ocean Service provides comments for the National Ocean Service.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.

0
Yards
200 0 200 400 600 800 1000 1200

STORMS
Major storms may cause shifts to navigation and moored aid locations.
This preline may not reflect actual position to navigation may have been moved from their charted position otherwise made inoperative.
or operation of an aid to navigation may have been displaced or moved.
Attention and are requested to hazards to navigation to the

DEPTHS				
SURVEYS - SURVEYS TO AUG 2015				
PROJECT DIMENSIONS				
DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)	
8-15	800-950	0.91	42	
8-15	800	1.19	40	
8-15	600	0.52	35	
8-15	500-900	0.70	30	
8-15	350	1.21	36	
8-15	350	0.90	40	
8-15	350	1.06	39	

TO THE ABOVE INFORMATION

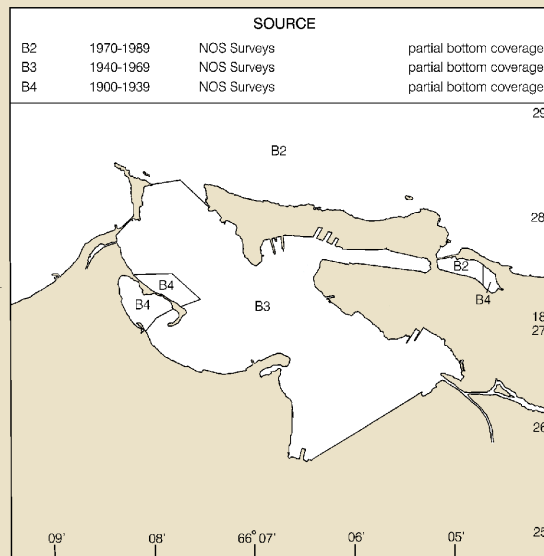
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.



05'

812.6 X 964.5 mm

66° 04'

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Bahía de San Juan
SOUNDING IN FEET - SCALE 1:10,000

25670



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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